

Planning Staff has developed a list of considerations, or general rules, to follow in determining boundaries for the Compact Neighborhood Tiers. Establishing these criteria and applying them uniformly across each LRT station area helps create a consistent foundation from which to begin conversations with the community.

Draft Boundary Considerations

- A. Preserve significant environmental features;
- B. Use large rights-of-way (highways, railroad corridors, etc.) that preclude pedestrian connections as edges;
- C. Consider significant changes in the type and character of development (evidenced by different building scales, uses, etc.) as possible edges;
- D. Preserve intact single-family residential (especially in historic districts);
- E. Avoid self-contained University-College development;
- F. Consider the half-mile walking route (not just half-mile direct);
- G. Locate boundaries mid-block to maintain similar character on both sides of a street;
- H. Include large undeveloped or underutilized tracts of land;
- I. Include areas with particularly good access, visibility or prominence.

Map Notes

Numbers correspond with the Boundary Mapping Exercise

- 1. The Army Corps of Engineers and the NC Wildlife Resources Commission own and manage the Little Creek Bottomlands, an important natural resource for wildlife habitat and migration, flood control, and water quality management. Any changes to the Compact Neighborhood Tier should not include these environmentally important properties. (Relates to Criteria A: Preserve significant environmental features)
- 2. While located in Durham County, areas west of George King Road are in the Town of Chapel Hill and under their planning jurisdiction. Planning efforts for the Leigh Village Station should consider coordinate with Chapel Hill's planning of the Meadowmont or Woodmont Station.
- 3. Built and approved single family neighborhoods are included in the current Suburban Transit Area boundary; however, further discussion is needed. Single-family housing is not a permitted building type under Design District zoning; therefore, including these neighborhoods in the Tier could create future non-conformities. (Relates to Criteria D: Preserve intact single-family residential - especially in historic districts)

4. The Southwest Durham Collector Street Plan calls for street connections with the Town of Chapel Hill at Meadowmont Lane, Lancaster Drive, and from Nottingham Drive. Extending the Compact Neighborhood Tier boundary to the west of George King Road would set the stage for establishing a street grid that would enable better traffic circulation and improve access to the Leigh Village station. (Relates to Criteria F: Consider the half-mile walking route (not just half-mile direct) and Criteria H: Include large undeveloped or underutilized tracts of land)
5. Interstate 40 creates a clean eastern edge for the Compact Neighborhood Tier. (Relates to Criteria B: Use large rights-of-way (highways, railroad corridors, etc.) that preclude pedestrian connections as edges)
6. In its current configuration NC Highway 54 represents a barrier for pedestrian accessibility to the Leigh Village station from areas to the south. The NC 54 Corridor Study (2010) recommended numerous improvements to intersections across NC Highway 54 including the grade separation (i.e. bridging over) of Farrington Road and an extension of Falconbridge Road. Bridges over NC Highway 54 would remove it as a major barrier and allow for the possible redevelopment of parcels to the south. Farrington Road grade separation has been included in the State's Draft Transportation Improvement Plan. (Relates to Criteria B: Use large rights-of-way - highways, railroad corridors, etc. - that preclude pedestrian connections as edges)
7. The half-mile buffer area from the proposed Leigh Village Station is shown for reference. (Relates to Criteria F: Consider the half-mile walking route (not just half-mile direct))